

Hongkong Daily Press.

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ESTABLISHED A.D. 1841.

marines for garrison duty is to release five battalions in all of Regulars. Beside the recall of the battalions specified, the Army is to be strengthened by increases of the Militia and Yeomanry, and the auxiliary forces will then number 435,000, while the total army will be 680,000. For fuller details of the scheme before Parliament we must wait; but it will be seen that no provision is made for actually adding to the number of regular troops at the disposal of Great Britain. No mention is made of the "ballotting" or conscription which was strongly advocated by some and much dreaded by others. We doubt whether the proposal will meet with the approval of the bulk of military critics, but it is obviously unfair to discuss it save as a whole, and we must therefore suspend judgment.

The English Mail of the 6th February was delivered in London on the 5th inst.

Mr. S. R. Moore has been appointed Deputation Officer to the Land Court.

Mr. C. McI. Messer has been appointed Acting Colonial Treasurer and Collector of Revenue during the absence on leave of the Hon. A. M. Thomson.

H.M.S. *Terrible* is leaving for firing practice, returning on Saturday next, when she will proceed to Amoy. The *Argonaut* is leaving for Woonang.

The King's Proclamation, continuing in their posts those holding any office at the demise of Her late Majesty Queen Victoria, is published in the *Gazette*.

The weekly prayer meeting in connection with the Hongkong Christian Union will be held at the City Hall this evening at 5.15. The Rev. C. Bone will preside.

Dr. J. H. Swan has been appointed Acting Health Officer, and Dr. R. Gibson Deputy Health Officer of the Port during the absence on leave of Dr. G. P. Jordan.

The following have been appointed temporary Inspectors of Nuisances:—Messrs. W. Bond, H. McDonald, G. Powell, H. Cook, W. Rogers, B. Lowe, G. Flack, and H. Reynolds.

A circular despatch from Mr. Chamberlain is published in the *Gazette*, enclosing a copy of a telegram from Lord Pauncefoot with reference to the Philippines Customs Tariff. Therein it is stated that Mr. Hay has made an offer to have any suggestions laid before the U. S. Commission which may be made in the interest of British trade.

It is notified in the *Gazette* that, pursuant to instructions from the Secretary of State for the Colonies, the offices of Colonial Secretary and Registrar-General, held conjointly since the 28th March, 1895, will again be separated, and while the Hon. A. W. Brewin is appointed Registrar-General, the Hon. J. H. Stewart Lockhart, C.M.G., will continue to hold the office of Colonial Secretary.

The return of stamp revenue during the months of February 1900 and 1901 shows that the total increase for February 1901 was \$6,681.08. The principal items of increase were:—Conveyance or Assignment, \$8,019.00; Adhesive Stamps, \$846.42; Mortgage, \$724.80; Bill of Exchange, \$678.86. The main decreases were:—Settlement, \$1,350.00; Transfer of shares, \$1,148.30; Bank note duty, \$946.77; Policy of Insurance, \$534.45.

The Commandant's parade in connection with the Hongkong Volunteer Corps was held on the Polo Ground, Causeway Bay, on Saturday afternoon, the parade being by way of rehearsal for the annual inspection by H. E. the General Officer Commanding. The Commandant expressed himself satisfied with the manner in which the men acquitted themselves, and impressed upon them the importance of all members of the Corps attending the inspection.

The annual meeting of the members of the Hongkong General Chamber of Commerce, which will take place this afternoon at the City Hall, derives some additional interest from the fact that the Hon. E. M. Gray, who has now for five years most ably presided over this body, is shortly about to tender his connection with the Colony. We understand that this will be his last appearance as Chairman of the Chamber, in which capacity he has gained so much credit for zeal and energy.

The following returns of the average amount of bank notes in circulation and specie in reserve in Hongkong during the month ended 28th February are certified by the managers of the respective Banks:—

Banks.	Average Specie in Circulation.	Amount Reserve.
Chartered Bank of India, Australia and China.	\$ 3,949,830	\$1,700,000
Hongkong and Shanghai Banking Corporation.	10,169,377	5,000,000
National Bank of China, Limited.	450,000	150,000
Total.	\$13,569,207	6,850,000

The returns of death during the month ended 31st January show that to a grand total of 386 the European and Foreign community contributed 27 (Civilians 19, Army 7, Navy 2), and the Chinese community 369. Chief affections accounted for 109 victims, and various fevers for 40, of whom 32 succumbed to malaria and 6 to plague. The death rates in the principal registration districts are as follows:—British and Foreign community (Civil) 23.1 per 1,000 per annum; Chinese community, Victoria, Land 17.1, and Boat 17.7; Chinese community, whole colony, Land 16.1, Boat 19.9, Land and Boat 16.2; total civil community, 14.1.

A Chinese diver was accidentally killed whilst at work in the Hope Dock, Aberdeen, on Friday.

A soldier who was watching the football game on Saturday afternoon at the Happy Valley was overcome by the heat, and had to be removed to hospital.

Mr. E. C. Ray courteously informed us yesterday morning that he had received a telegram from Messrs. Bush Brothers, of Newchwang, stating that the river was free from ice and open to navigation.

During the 24 hours ending at noon on Saturday there was reported one fresh case of plague, ending in death, the victim being Chinese.

A reward of five hundred dollars has been offered by the British North Borneo Government for the discovery of coal on, or in the vicinity of, the railways to the north and east of Beaufort, Province Dent.

On Saturday, the British hospital-ship *Carthage* arrived from Calcutta, the French gunboat *Vipère* from Hallow, and the U.S. transport *Buffalo* from Manila, while the U.S. transport *Egbert* left for the last port.

H.M.S. *Barfleur* left Shanghai for Nagasaki on the 6th inst. and will return in about a fortnight. It is not unlikely, according to the *N.C. Daily News*, that Admiral Seymour will go on from Hongkong to Singapore to meet the Duke and Duchess of York there.

The Peking correspondent of the *N.C. Daily News* telegraphed on the 4th inst. that Russia had withdrawn the seventh clause in the proposed agreement as to Manchuria, and that China had appealed to the Powers regarding this treaty—a statement which we hope is true. The correspondent also reports that Sir Robert Hart's request that the Customs be allowed to occupy their premises in the Legation quarter has been refused.

The news of Mr. J. F. Holliday's death, telegraphed out to Shanghai last week, is a sad surprise. Mr. Holliday was born in Macao 58 years ago, his father being a merchant before him, was taken home to England to be educated, and came back to Hongkong to the firm of Messrs. Holliday, Wise & Co. in 1864. He spent most of his time in Shanghai, whence he went home to join the head office of the firm at Manchester in 1889, but he and Mrs. Holliday paid a visit to Shanghai last year. Our contemporary, the *N.C. Daily News*, says of him:—"Joe" Holliday, as he was affectionately called, was during the many years of his life in China one of the most popular men in the community, and he and his charming wife were prominent in Society and in every good and useful scheme. Like all the Hollidays, Joe was out by nature for a soldier, and he was a most efficient Commandant of the Shanghai Volunteer Corps. In fact, he took his share in most of the public duties and amusements of Shanghai. He served on the Municipal Council, he was Worshipful Master of the Northern Lodge of China, he was an active member of the Amateur Dramatic Club, and a keen sportsman. He was a hearty, genial, and trusty friend, as well as an able and thoroughly straightforward man of business.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council takes place to-day (Monday), 11th March, at 2 p.m.

- BUSINESS.
1. Financial Minutes. (Nos. 10 to 13.)
 2. Financial Minute. (No. 14.)
 3. Report of the Finance Committee. (No. 4.)
 4. Report of the Public Works Committee. (No. 2.)
 5. Report of the Standing Law Committee.
 6. Sanitary Bye-Law. (Cleansing and Litter-whiting.)
 7. Sanitary Bye-Law. (House-drainage.)
 8. Motion as to Ordinance No. 12 of 1899—Whereas, by section 6 of The New Territories Regulation Ordinance (No. 12 of 1899) it was enacted that the said Ordinance should remain in force for the period of one year from the date of its coming into operation, and for such further period or periods as might, from time to time, be determined by resolution of the Legislative Council.

And whereas, by resolution of the said Legislative Council dated the 15th of March, 1900, it was resolved that the said Ordinance should be continued in force for a further period of one year.

It is hereby resolved by this Council that The New Territories Regulation Ordinance, 1899, shall be again continued in force for the further period of one year from the 18th day of April, 1901 (inclusive).

- ORDERS OF THE DAY.
1. First reading of a Bill entitled An Ordinance to provide for the better enforcement of discipline among the subordinate staff in the Civil Medical Department.
 2. Second reading of the Bill entitled An Ordinance to consolidate and amend the Laws relating to the Punishment of Flogging.
 3. Committee on the Bill entitled An Ordinance to repeal all Ordinances for the Naturalization of Persons as British Subjects within this Colony, and to make provision for the Preservation of the Rights of such Persons.
- B. F. JOHNSTON,
Acting Clerk of Council.
- N.B.—A meeting of the Finance Committee will be held immediately after the Council.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *Ernest Simons*, with the next French Mail, left Saigon yesterday at 4 a.m. for this port.

The E. & A. steamer *Australian* left Manila on Saturday for this port.

The T. K. K. steamer *America*, with mails, &c., which left here on 7th February for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 7th inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 10th March, 7.36 p.m.

ALARMING REPORTS ABOUT GENERAL TUNG.

Reports are current to the effect that General Tung Fuhshang is collecting 20,000 men at Ninghsia, and that he is determined to prevent the Imperial Court from returning to Peking.

ARMY REFORM.

LONDON, 9th March, 7.10 p.m.

OUR FUTURE ARMY.

Mr. Brodick has announced in the House of Commons the Government's proposals for the reform of the Army. There are to be in future six army corps, of which three will always be ready for foreign service.

INDIA AND THE NAVY TO BE UTILISED.

The Regulars are to be strengthened by releasing eight battalions now employed as garrisons in the Mediterranean, and substituting five Indian battalions now used as garrisons in the tropics. The Admiralty is to garrison the smaller coaling stations, thus releasing five battalions.

THE PROPOSED TOTAL.

It is proposed to increase the Militia and Yeomanry, making the total army 680,000, the auxiliary forces numbering 435,000.

GENERAL NEWS.

LONDON, 9th March, 7.10 p.m.

KAISER RECOVERING.

The Kaiser is progressing satisfactorily toward recovery from the effects of his wound.

REUTER'S SERVICE.

LONDON, 7th March.

BRITISH SOUTH AFRICA.

De Wet is moving towards Philippolis. Three hundred Boers, who attacked Aberdeen, were repulsed after four hours fighting.

ASSAULT ON THE EMPEROR WILLIAM.

An epileptic workman threw a piece of iron at the Emperor William while driving in Bremen. The Emperor's cheek was slightly wounded.

BRITISH SOUTH AFRICA.

Reuter's correspondent at Pretoria wires that a more hopeful tone prevails concerning the probability of an early termination of hostilities.

LONDON, 7th March.

THE WAR IN BRITISH SOUTH AFRICA.

Mr. Balfour stated in the House of Commons that communications had passed between Commandant Botha and the Government, but he was unable to make a statement at present.

RUSSIA IN CHINA.

A despatch from Sir Charles S. Scott published with the permission of Count Lamsdorff states that any agreement about Manchuria was merely in the nature of a *modus vivendi* between the Russian military and the Chinese civil authorities, and that Russia in nowise departs from her public pledges to evacuate Manchuria when feasible.

LONDON, 8th March.

PARLIAMENT—SUSPENSION OF MEMBERS.

Mr. Balfour's new rule for the suspension of Members was carried by 265 to 51. The House adjourned at 5.40 a.m.

THE ASSAULT ON THE GERMAN EMPEROR.

The Emperor's cheek is cut to the bone and he will be confined to his room for a fortnight.

LONDON, 8th March.

BRITISH SOUTH AFRICA.

Commandant Delany has been repulsed at Lichtenberg with the loss of Commandant Callers killed. The British loss was 16 killed and 20 wounded.

THE ARMY ESTIMATES.

Mr. Brodick has introduced the Army estimates which provide for a net addition of 126,500 men of all branches, involving an expenditure of under £2,000,000. Officers' expenses are to be reduced and uniforms provided by the Government at cost price.

PIRATICAL COMEDY ON THE HIGH SEAS.

The profession of piracy is not usually one that furnishes cause for amusement, but the incident which the other day transpired between two Chinese-owned launches, the *Nam Hing* and the *Kong Soo*, trading between Hongkong and the West River, is decidedly ludicrous. The launches left the Harbour at 5.30 in the afternoon of Wednesday, the 6th inst., on the usual run, their destination being Kanchuk, up the West River. The course usually taken is an easterly one, carrying the launches close to the island of Ling Ting, at the entrance to Deep Bay, but the *Kong Soo* on this occasion, being rather heavily laden, decided to steer a western course for the purpose of keeping in deep water. The *Nam Hing* was coming some distance behind, and the master, seeing the *Kong Soo* suddenly deviate from her course—a thing she apparently had never done before—jumped to the conclusion that the dreaded Canton River pirates had seized her, and were now running away with the launch. He did not pause to consider that not a junk or a vessel of any description by which pirates might suddenly have been down on the *Kong Soo* was in sight, but straightway sounded his whistle, and got all the members of the crew on deck. These armed themselves with rifles—and opened fire, not in the direction of the *Kong Soo*, but in the air, probably to frighten the pirates. Hearing the unexpected sound of rapid firing, the master of the *Kong Soo* in turn jumped to the conclusion that the other launch had been visited by pirates, who were now in pursuit of himself, and he adopted exactly the same course that had commended itself to the master of the *Nam Hing*—he roused his crew, and, arming them with rifles, opened a return fire, at the same time again altering his course to elude his presumed would-be captors. This unexpected phase of the incident went thoroughly to convince the master of the *Nam Hing* that his supposition regarding the fate which had befallen the *Kong Soo* was the correct one, and when that launch altered its course for the second time, he naturally thought that the capture of his own launch was intended, and immediately wheeled off, maintaining a steady fire. This was at eight o'clock in the evening, and the fires were kept up without cessation till two o'clock the following morning, the launches doubling about and dodging one another right round Ling Ting Island and in and out of Deep Bay. Simultaneously both masters seemed to have resolved to make for Hongkong, as being probably the only place of safety, and set a course accordingly, each maintaining the same steady fire, which never for a moment had they allowed to drop. On the way back the *Nam Hing* in hot pursuit of the *Kong Soo*, they were hailed by two police launches from Brothers Island, where the unusual sound of rifle-fire had warned that something out of the common was in progress. Neither of the launches answered the hail, their attention being wholly taken up with each other, to the complete exclusion of everything else. The police launches sounded their whistles time and again, but still met with no response, the *Kong Soo* and the *Nam Hing* pursuing a steady course for Hongkong. The police launches set off in pursuit, but although they had gained slightly when Capetown Pass was reached, the fleeing launches opened out and left them far behind. Hongkong Harbour was reached at about four o'clock, the firing still going steadily on. A police pinnace was on duty at the quarantine anchorage, where the launches came to a stop, and the officer in charge once boarded the *Kong Soo* to ascertain the cause of the firing. He was informed with much excited gesticulation that pirates were on board the *Nam Hing*, which was then lying a little distance off. Acting on this information the officer lost not a moment in boarding the *Nam Hing*, where he was breathlessly informed that the *Kong Soo* had been pirated, and that the pirates were still on board. Unable to make anything of the whole mysterious business, the officer took the master of the *Nam Hing* on board the pinnace and then went for the master of the *Kong Soo*. Brought thus face to face, the whole ridiculous business was exposed, and the two masters realised what fools they had made of themselves and of each other. The decks of both launches were strewn with spent cartridges, and the coxswain of one had completely wrapped himself up in blankets, as a protection against stray bullets. Luckily, however, no one was injured—not even scratched, and after the police had searched them to make sure everything was correct, both launches left shortly after four o'clock for Kanchuk, which let us hope they reached without further incident.

SUPREME COURT.

Saturday, 9th March.

IN APPELLATE JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE), AND HIS HONOUR T. SERCOMBE SMITH (ACTING PRINCIPAL JUDGE).

CHUNG KAM MAN, APPELLANT, V. CHING CHING PO, RESPONDENT.

Mr. Francis K.C. applied *ex parte* for leave to appeal from the judgment delivered in the Summary Jurisdiction of the Court in the case of Ching Ching Po, plaintiff, against, Chung Kam Man, defendant.

Leave to appeal was granted.

The plaintiff (for whom judgment was given for \$735 and costs) was a trader residing at No. 6, Tit Hong Lane, the defendant being also a trader, residing at No. 8, West Street. The plaintiff claimed from the defendant payment of the sum of \$827.44, balance of money due on the 21st day of December, 1900, under an agreement dated the 1st day of February, 1900, and made between the defendant and the plaintiff.

"FLORODORA" AT THE THEATRE ROYAL.

On Saturday night Mr. Henry Dallas's Musical Comedy Company, with all their previous record at Hongkong, had taken the playings made have reached nearly, if not quite, the highest figure attained at our local Theatre. Every available seat in the dress circle from which a view of the stage can be got was taken, and the lower part of the house was as full as it could possibly be. The audience came prepared to give a warm welcome to the well-known *Florodora* in a new piece, in which a most favourable verdict had been gained by them in other parts of the East. Nor was the public disappointed. *Florodora* was presented with all the new and shiny costumes, Mr. Dallas's production, and was a credit to all concerned. The play, as we said in discussing it last week, is based upon a slight plot, and it depends very much on the performance for its success. Fortunately it is introduced to Hongkong by a most able and with the aid of Mr. Leslie Stuart's musical music goes without a blip. On Saturday night it took but a few minutes for the performers to warm to their work, and from the time of Miss Hattie Peck's and Mr. George Wilson's duet, "Galloping Gally," to the fall of the curtain upon the final chorus, encores followed one upon another with the utmost rapidity.

The leading lady, a part of *Florodora* was formerly Miss Evelyn de Worms, who now to the Company since it was last seen in Hongkong. She is a great acquisition and sustained the role, in which Miss Eva Green made such a hit at the Lyric Theatre, with grace and authority. She has an excellent voice, and her singing was more than adequate. We understand that she appeared in a leading part both in *The Little Princess* and *La Polka* in London. Miss Hattie Peck, formerly a Hongkong favourite, again showed how versatile are her powers, and in singing, dancing, and acting alike was conspicuous throughout. Her energy is never flagging, and she most deservedly received a huge number of encores. The part of Lady Hollywood was played by Miss May Norton, who has added to the strength of the Company. Her singing of "In a Trunking" was a marked success. Miss Violet Cappel, in her *Statuesque Dance*, made no small contribution to the attraction of the play. Among the others Mr. Henry Dallas once more put the whole audience in his debt by a masterly representation of his part. Indeed, without reflecting at all on the other performers, we may say that he was the life of the place. Even those who have seen the incomparable Willis Edwards in part of *Antony and Cleopatra* would not think Mr. Dallas with pleasure. The "Myrtles and Mimosa" performance by him and Miss de Worms was one of the best things of the evening. One criticism we must offer, and that is that the abruptness of the *Florodora* is too startling. It is true that this was at the Lyric, also, but it is nevertheless a blip. It gives the idea of an anxiety for the final chorus. We think that *Florodora* might have a little longer against the spirit of *Elbow Room*, especially as he recovers so rapidly from his fright immediately after. Captain Demogel was capably portrayed by Mr. G. L. Wilson, another gain to the Company. Mr. Harold Godwin played the part of Cyrus Giffen and Mr. Hugh Metcalf that of Frank Abernethy, both excellently. Our old friend Mr. Ferrell had little to do as Leandro. The minor parts were all in reliable hands, and the whole performance evidently gave general satisfaction. As there are but three more performances of *Florodora*, intending spectators have no time to lose.

The following is the cast:—

Anthony Treadle	Mr. Henry Dallas
Cyrus Giffen	Mr. Harold Godwin
Frank Abernethy	Mr. Hugh Metcalf
Leandro	Mr. J. B. Ferrell
Captain Arthur Demogel	Mr. Geo. L. Wilson
Reginald Langdale	Mr. Arthur Stanley
Max Alphonso	Mr. D. Murray
Reginald Langdale	Mr. E. C. Foster
Angela Giffen	Miss Hattie Peck
Valencia	Miss W. C. Cappel
Joan	Miss Zaida Monahan
Joe	Miss Daisy Albert
Violante	Miss Topsy Albert
Calista	Miss Montague
Calista	Miss Mabel Glynn
Calista	Miss Nance Leslie
Lady Hollywood	Miss May Norton
Daisy Chalm	Miss Beryl Mackay
Lucy Ling	Miss Bertha Hunter
Cynthia Belmont	Miss Minnie Evelyn
Dolores	Miss Evelyn de Worms
Florodora	Flower Girls, Welch
	Post-als, Ko

Lord Tansley is said to be a most successful Governor of South Australia. He has, in fact, met that most difficult of all gifts, absolute simplicity of manner. He thus appears at ease with all classes, from the free selector to the avowed socialist. At an agricultural dinner recently he made a most felicitous speech, in the course of which he told the following anecdote:—Farmer Robinson had a son who wanted to go to an agricultural dinner. The father said: "You may go, but I entrust you not to open your mouth or get into any row for a full hour." Robinson, junior, went to the dinner and sat by a young doctor, farmer, Brown, and a constable. Presently these two began Robinson: "Am I not right, Mr. Jones?" Robinson appealed to him in the same terms, and the young fellow, hearing his father's advice in mind, answered neither of them. Brown, nettled, then exclaimed: "The man must be a fool, and Jones readily agreed. Then young Robinson put his hand to his mouth and shouted to his father across the table: 'Father, they've found me out! they've found me out!' The assembled farmers collapsed at Robinson, and Robinson the Governor was 'one of them'."

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, C1
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11th March, 1901

The British Government has revealed the outlines of the new scheme for the Army, as far as the numbers and composition go. The reforms in efficiency have still to come. The actual number which is to be added to our fighting force, it will be seen, is 126,500 in all. There are to be in future six army corps, of which three will always be kept in a state of readiness for foreign service. So far as the Regular Army is concerned the number of troops available will be brought up to the requisite point by releasing from garrison duty eight battalions now stationed in the Mediterranean. These will be replaced by five battalions drawn from India; native troops, it may be presumed, for Great Britain cannot afford to weaken more than temporarily her white army in the Dependency. It was a scheme, it will be remembered, of Lord Beaconsfield, to bring Indian troops to Malta, which created an outcry on the Continent at the time when it was proposed. The difference between the eight battalions to be withdrawn and the five brought from India is not directly accounted for, but possibly the Admiralty will be called upon as in the case of the smaller coaling stations, where the use of

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[24] Hong Kong, 19th February, 1950

AUCTIONS.

PUBLIC AUCTION.

THE Underwood will sell by Public Auction on THURSDAY, the 14th March, 1901, at Noon, at his Sales Room, Duddell Street, LADY'S COLUMBIA BICYCLES (Nearly New).
TERMS: As Cash.
GEO. P. LAMBERT, Auctioneer.
 Hongkong, 9th March, 1901. [608]

S.S. "TAMBU MARU"

THE above steamer, as she now lies on the Quemoi Spit, will be sold without reserve by Public Auction, on the 14th day of March, 1901, on account of the Underwriters.
 The Gear salvaged from the wreck will be sold in separate lots on the same day.
BOYD & CO.,
 Lloyd's Agents at Amoy.
 Hongkong, 5th March, 1901. [651]

CARMICHAEL & BARLOW, CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS, QUEEN'S BUILDINGS.
DESIGNS and Specifications prepared for any class of Steamships, Launches and Light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams: "Carmichael," Hongkong. Telephone, 232.
H. P. CARMICHAEL, E. J. BARLOW.
 Hongkong, 1st March, 1901. [602]

COFFEES FOR SALE.
KNOWN as the BYTTE and KABELI COFFEES, near Sandakan, in British North Borneo, the Property of the BRITISH BORNEO DEVELOPMENT COMPANY, the former planted with about 99,000 trees, the latter with about 40,000 trees, all in bearing; also about 3,000 Coconut trees, 5 years old. For further particulars apply to the MANAGERS.
 The British Borneo Development Co., Sandakan.
 Hongkong, 9th March, 1901. [602]

YEE SANG & CO., COAT MERCHANTS, has always on hand LARGE STOCKS EVERY DESCRIPTION OF COAT.
 Address: Care of Messrs. Kwoon Sang & Co., No. 14, DES VOUX ROAD. [25]

CARBOLINUM AVENARIUS, Used for over twenty years.
 Thoroughly reliable, preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Mould.
 Sole Agents for China, LUTGENS, EINTMANN & CO., Hongkong, 31st August, 1897. [372]

GOLD STORAGE.
THE HONGKONG TOBACCO COMPANY, LIMITED is now prepared to receive perishable provisions for Gold Storage at EAST POINT at Moderate Rates.
WM. PARLANE, Manager.
 Hongkong, 17th February, 1899. [65]

MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.
CODE WORD: "DOCK," NAGASAKI.
 All A.B.C. Books and Engineering Codes used.
 Dock No. 1 (at TATEGAMI).
 Extreme Length... 523 feet.
 Length on Blocks... 513 "
 Width of Entrance on Top... 99 "
 Width of Entrance on Bottom... 77 "
 Water on Blocks at Spring Tide... 284 "

DOCK No. 2 (at MUKAJIMA).
 Extreme Length... 371 feet.
 Length on Blocks... 360 "
 Width of Entrance on Top... 63 "
 Width of Entrance on Bottom... 53 "
 Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
 Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.
THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1619]

HOTEL

"BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.
 MACAO is distant 40 miles West of Hongkong, and the journey is made each day (Sundays excepted) by the magnificent Saloon Steamer "Kwongshan" in 3 hours, leaving Hongkong at 2 p.m., and Macao at 5 p.m.
 Concessions made by Company's Steamer to and from Canton.
 Travellers should seize the chance of visiting this famous city.
 For terms apply to the MANAGER.
 Telegram Address: "Boa Vista," [1640]

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EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business Hours: 9 a.m. to 5 p.m.

A Great proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.
 Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE. [77]

QUAN WAH & CO., DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS and PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong (Hongkong, 17th October, 1899). [243]

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
 Consultation Free.
 Hongkong, 23rd September, 1891. [243]

INSURANCES

PHENIX FIRE OFFICE
 The Underwritten are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office.
 Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
 INCORPORATED 1851.
CAPITAL: £410,000.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO., Agents.
 Hongkong, 18th May, 1900. [1519]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
 The Underwritten AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSEN & CO., Agents.
 Hongkong, 29th May, 1895. [31]

"LUNION" FIRE INSURANCE COMPANY, Ltd. (Established 1828).

THE Underwritten, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
 Claims settled direct without reference to the Head Office.
A. R. MARRY, Agent.
 Hongkong, 1st August, 1900. [2794]

"L'URBAINE" FIRE INSURANCE COMPANY, Ltd. (Established 1838).

THE Underwritten, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.
P. LEMAIRE & CO., Agents.
 Hongkong, 7th February, 1901. [439]

SALAMANDER FIRE INSURANCE COMPANY.
 The Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
KOTZ, S. JACOB & CO., Agents.
 Hongkong, 2nd April, 1900. [33]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1899: £14,409,069.

I. AUTHORIZED CAPITAL: £3,000,000 0 0
SUBSCRIBED CAPITAL: 2,750,000 0 0
PAID-UP CAPITAL: 687,500 0 0
II. FIRE FUNDS: 2,731,183 13 7

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
 Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON.
 FOUNDED 1710.
 The Underwritten having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO., Agents.
 Hongkong, 16th May, 1892. [30]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
 The Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO., Agents.
 Hongkong, 16th November, 1872. [29]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.
 The Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.
 Hongkong, 21st April, 1897. [164]

OUR PARIS LETTER.
(FROM OUR CORRESPONDENT.)
 Paris, 2nd February.

The mild weather promising to be severely frosty, bright, and above all calm, crowds of resolute sightseers have left to witness Queen Victoria's funeral. The sea part of the pageantry is for them the most attractive and original, where 55 warships will form a line, facing from Cowes—Osborne Bay—to Portsmouth harbor. In her sorrow the British Empire does not forget her might. Then the gun-carriage hears a rare sight in the interment of lady sovereigns. After exhausting the whole range of panegyrics in honour of the lamented Queen, that she was "Victoria the Good," will be her reward in history. It will only be on Monday that the Royal remains will be placed in the tomb at Frogmore, there to rest, as her Majesty expressed it, till she and her husband "rise together to meet Christ." On Tuesday morning, following the Emperor of Germany, will leave for his realm.

The most satisfactory opinions continue to appear that the reign of Edward VII. will be happy and prosperous. He has only to walk in the footsteps of his lamented mother to make that verdict true. He has a wide experience of society, and the world; is tolerant and committed to no party; he possesses watchful tact, and knows where to draw the line. He will perhaps infuse more resolution into England's foreign policy, making the development of her colonial expansion an incumbent duty, and their population one people in upholding the great Empire fall to the care of Anglo-Saxon race. He and his Queen Alexandra will modernize Court life somewhat, and make it more animated and gay. At Marlborough House the Princess of Wales in her halls showed she has a speciality for entertaining and brightening up Society. Younger sections of Society have wants to be catered for. Perhaps it is the visit of the Kaiser that fixes itself first and deepest in the minds of the French. It enables the ally, Russia, to honour the race passions of the French; that the visit is associated with strengthening the Anglo-German alliance. The French only forget that it is not the habit of the British Empire—fourteen times larger than that of the French empire—to be running round the world tooting or drumming for alliances. When she wants an alliance it is only for "the job," and is always in a position satisfactorily to arrange the terms—By remaining friends, and the warmer the better, the Germans and English will transact commercial and political matters more easily. Neither party will require to purchase the other's friendship and goodwill; sentiment does not enter into business with them; the "cold in climate are cold in blood." Personal and dynastic ties have their value in securing good feeling, and if they lead to the entering of England into the triple alliance, that proves British and German statesmen see the necessity for marching hand-in-hand. Both peoples can learn much from each other. The Tenth exists between France and Russia, two powerful nations; having the British nation at his back will not be a disadvantage for the Kaiser.

There appears to be something strange in the reluctance to confer the title Prince and Princess of Wales on the Duke and Duchess of York, the more so as the English people desire it. The French ask, is there any domestic rift? It is a matter resting with the goodwill and pleasure of the King alone. There is no constitutional or hereditary right violated by leaving the title in abeyance—as it has been several times in history. The Welsh will have a grievance to be redressed, if short of that connection so closely attached to the Crown.

Verdi was very much appreciated by the French, though they did not quite approve of his style of music, having no great faith in Italian melody. His standing fault was, when he came to Paris, he did not mix with Society, and he was always much occupied with his works. Ambrose Thomas was his great chum, as he liked to state. His life was very successful, though its beginnings were severely trying; he rose because gifted with real genius, to be the first composer of Italian operas, holding a foremost position in the age. His many pleasing productions that captivated everywhere musical people—as *Biglietto*, *La Traviata*, and the always undying *Il Trovatore*—stamped his fame at once. His latterday productions—*Aida*, *Eulstaff*, *Otello*—are also masterpieces, but want the nerve of his earlier talent, while not being insensible to the scientific influence of the incomparable Wagner, who has left his mark on every school of music, the French particularly. His life-trials may perhaps explain, the roughness and unsympathetic nature of his character. But his heart was in the right place, he left his great wealth to erect a Refugio Home for decayed musicians, and he will be buried within its precincts. The operatic art is indebted to him for the ameliorations, that in the orchestration of the scores, and insisting that the singers of his music should also be accomplished actors.

Affairs in South Africa are irritating and annoying, due to want of foresight on the part of the War Office in not having proper reinforcements ready for the campaign, and the exercising of enormous lunacy. The rebels are now but a body of thieves and assassins, whose object is loot; they are not all Boers, for whose betterment there is hope, but the scum of the capitals of Europe, men whom their police "want" since years. The Boer farmers are not attracted to the ranks of the insurgents; but they give the outlaws what assistance they may require. That is very important help, say French experts, and can keep the fighting alive for a long time. But it cannot cause the English to change their determination to purge the two colonies of disloyalty, and to keep them and make them pay largely for the extra money they have made British face. The "neutral" Boer farmer, after supplying the wants of the rebels, gives them a cheerful send off, and when the Regular Forces arrive, he innocently bewails how his property has been commandeered, and demands to have his claim for compensation registered on the great settling day. He is provided with an alternative certificate for compensation given him by the rebels. Then Mr. Facing-both-ways delivers up his arms, a basket as old as the hills, with the softest smile and a bland expression of having done his duty. In due course when the road is clear, he unearths his manner, saunters forth to indulge in his favourite sport that has the minimum of risk with the maximum of pleasure—"sniping," at "Rooibacks"—a quarry ever in season. Martial law having been proclaimed everywhere now, to hide weapons or aid a rebel is tragic work and must entail resistance. After all the French are of Lord Kitchener's opinion, that no great injury to property has been done, and by supplying him with plenty of horses and by his training men to ride them after the tactics of the Boers, the end cannot be far distant. The rebels have been stiffed it is admitted here "by line." One of these was that, if they held out a while longer, "Queen Victoria, whose sympathies were with them, would order the cessation of the war"; her lamented death will cause its winding up to be pursued more vigorously, and work will be executed by Kitchener's unglazed hands.

The French do not take any marked interest in the China quarrel; they incline to view it as a matter between Russia and England and Germany—the latter in the second plan only. Russia is viewed as at her old game, again of snapping up land-grabs that would inevitably frustrate the commercial freedom of England, that is of the world. It is expected that Edward VII. will not be a puppet king, but will as sternly stamp out, as would the Kaiser, all playing at masterful politics. The Muscovite, it is felt, must be shown that there are powers who will tell him, "hitherto shalt thou come, but no further." Until the King opens Parliament the foreign policy of England will not be known. It is not expected to be of the soothing syrup character. That will be a happy change if it proves true; it is by knowing his own mind, and being ready instantly to back it up with the whole forces of the Empire, that has made Germany what she is to day. Let the British Government only have the will—Earl Roberts has the soul, and his country the resources to dare and to do.

Alphonse Daudet will have his status; twelve tons of Carrara marble are being operated upon, and sculptor Saint Marcoux is executing the touches that will make it speak. The statue will be erected in the square of the Sainte-Clotilde church, near his town life-home; it represents him seated on a stool, his head resting on his hand, dreaming of some romantic plots.

There is said to be a terrible scandal brewing, where bribery and corruption have had full play. The matter is alleged to be in connection with Gas Company's monopoly, and the city's Municipal Council. In a very few years the monopoly falls in, but a heavy compensation must be paid the Company for its works and plant. This indemnity the Gas Company would forego, if its monopoly was extended for a certain number of years. That proposition does not please citizens, who pay twice as much per cubic yard for their gas as the inhabitants of any other city. The municipality has the right to employ at its own expense any other mode for illumination; this has been rendered useless by the amelioration adopted by the Gas Co. The Municipality themselves desire to buy out the claims of the company. The fight has lasted nearly as long as the siege of Troy.

Political life being relatively calm in France, since the Dreyfus affair has been spangled of the state of grievances, and the "Nationalists" proving unable to overthrow the constitution, or lead the Republic under the acknowledged Senator Mercier, to invade the British Empire, has infused greater activity into duelling. The latter give more, for the moment, than pin scratches. The duel by Baron Gustave Rothschild's son, just come of age, has from the manner he trounced his antagonist, as if a fowl, cooled the agitation against the Jews. Two officers fought a duel in a room with pistols; there were no seconds or any one present. They both wrote letters stating that if they were killed it was in a fair fight to settle a private matter. One of the antagonists was killed. Then there was a most organised test of the superiority of the French and Italian mode of fencing. The Italian gently spitted his opponent, then they kissed, and went to breakfast. The combat took place under a deluge of rain.

The motor car, being constructed here for the King of England, and to be seen at the Auto-mobility Exhibition now being held in the Grand Palais, will cost 30,000 fr. There are similar vehicles that cost double that sum. The cosy two-seated phaeton car seems to be the favourite. But the cars must have a mechanical engineer, so are more expensive than a horse or carriage. Excepting four, the 358 motor builders have a business to do.

FACTS OF APOBOMBING INTEREST TO THOSE WHO ARE IN THE CLUTCHES OF RHEUMATISM.
 One cannot be too quickly cured of Rheumatism. To get rid of those awful pains that make life a never ending series of torture, now mild, now excruciating, to-day in bed, to-morrow hobbling around on crutches—to be relieved of such a condition is always the happiest period of one's life. Little's Oriental Balm has effected thousands of wonderful cures of long standing cases of rheumatism, cases that were supposed to be hopeless and beyond the reach of medicine. The cures have been so complete and permanent that Little's Oriental Balm is undoubtedly the true specific to cure Rheumatism.

Mr. N. Bell, Woodport, N. Y., says—
 For 10 years I suffered from rheumatism, at times so severe that I could neither walk nor lie down. I used Little's Oriental Balm, and it completely cured me, notwithstanding that my case was chronic and baffled the skill of the best physicians. Sold at 2s. 1 per bottle. Agents for Hongkong—THE VICTORIA DISPENSARY, Ltd. [317-4]

OUR PARIS LETTER.

(FROM OUR CORRESPONDENT.)

Paris, 2nd February.

The mild weather promising to be severely frosty, bright, and above all calm, crowds of resolute sightseers have left to witness Queen Victoria's funeral. The sea part of the pageantry is for them the most attractive and original, where 55 warships will form a line, facing from Cowes—Osborne Bay—to Portsmouth harbor. In her sorrow the British Empire does not forget her might. Then the gun-carriage hears a rare sight in the interment of lady sovereigns. After exhausting the whole range of panegyrics in honour of the lamented Queen, that she was "Victoria the Good," will be her reward in history. It will only be on Monday that the Royal remains will be placed in the tomb at Frogmore, there to rest, as her Majesty expressed it, till she and her husband "rise together to meet Christ." On Tuesday morning, following the Emperor of Germany, will leave for his realm.

The most satisfactory opinions continue to appear that the reign of Edward VII. will be happy and prosperous. He has only to walk in the footsteps of his lamented mother to make that verdict true. He has a wide experience of society, and the world; is tolerant and committed to no party; he possesses watchful tact, and knows where to draw the line. He will perhaps infuse more resolution into England's foreign policy, making the development of her colonial expansion an incumbent duty, and their population one people in upholding the great Empire fall to the care of Anglo-Saxon race. He and his Queen Alexandra will modernize Court life somewhat, and make it more animated and gay. At Marlborough House the Princess of Wales in her halls showed she has a speciality for entertaining and brightening up Society. Younger sections of Society have wants to be catered for. Perhaps it is the visit of the Kaiser that fixes itself first and deepest in the minds of the French. It enables the ally, Russia, to honour the race passions of the French; that the visit is associated with strengthening the Anglo-German alliance. The French only forget that it is not the habit of the British Empire—fourteen times larger than that of the French empire—to be running round the world tooting or drumming for alliances. When she wants an alliance it is only for "the job," and is always in a position satisfactorily to arrange the terms—By remaining friends, and the warmer the better, the Germans and English will transact commercial and political matters more easily. Neither party will require to purchase the other's friendship and goodwill; sentiment does not enter into business with them; the "cold in climate are cold in blood." Personal and dynastic ties have their value in securing good feeling, and if they lead to the entering of England into the triple alliance, that proves British and German statesmen see the necessity for marching hand-in-hand. Both peoples can learn much from each other. The Tenth exists between France and Russia, two powerful nations; having the British nation at his back will not be a disadvantage for the Kaiser.

There appears to be something strange in the reluctance to confer the title Prince and Princess of Wales on the Duke and Duchess of York, the more so as the English people desire it. The French ask, is there any domestic rift? It is a matter resting with the goodwill and pleasure of the King alone. There is no constitutional or hereditary right violated by leaving the title in abeyance—as it has been several times in history. The Welsh will have a grievance to be redressed, if short of that connection so closely attached to the Crown.

Verdi was very much appreciated by the French, though they did not quite approve of his style of music, having no great faith in Italian melody. His standing fault was, when he came to Paris, he did not mix with Society, and he was always much occupied with his works. Ambrose Thomas was his great chum, as he liked to state. His life was very successful, though its beginnings were severely trying; he rose because gifted with real genius, to be the first composer of Italian operas, holding a foremost position in the age. His many pleasing productions that captivated everywhere musical people—as *Biglietto*, *La Traviata*, and the always undying *Il Trovatore*—stamped his fame at once. His latterday productions—*Aida*, *Eulstaff*, *Otello*—are also masterpieces, but want the nerve of his earlier talent, while not being insensible to the scientific influence of the incomparable Wagner, who has left his mark on every school of music, the French particularly. His life-trials may perhaps explain, the roughness and unsympathetic nature of his character. But his heart was in the right place, he left his great wealth to erect a Refugio Home for decayed musicians, and he will be buried within its precincts. The operatic art is indebted to him for the ameliorations, that in the orchestration of the scores, and insisting that the singers of his music should also be accomplished actors.

Affairs in South Africa are irritating and annoying, due to want of foresight on the part of the War Office in not having proper reinforcements ready for the campaign, and the exercising of enormous lunacy. The rebels are now but a body of thieves and assassins, whose object is loot; they are not all Boers, for whose betterment there is hope, but the scum of the capitals of Europe, men whom their police "want" since years. The Boer farmers are not attracted to the ranks of the insurgents; but they give the outlaws what assistance they may require. That is very important help, say French experts, and can keep the fighting alive for a long time. But it cannot cause the English to change their determination to purge the two colonies of disloyalty, and to keep them and make them pay largely for the extra money they have made British face. The "neutral" Boer farmer, after supplying the wants of the rebels, gives them a cheerful send off, and when the Regular Forces arrive, he innocently bewails how his property has been commandeered, and demands to have his claim for compensation registered on the great settling day. He is provided with an alternative certificate for compensation given him by the rebels. Then Mr. Facing-both-ways delivers up his arms, a basket as old as the hills, with the softest smile and a bland expression of having done his duty. In due course when the road is clear, he unearths his manner, saunters forth to indulge in his favourite sport that has the minimum of risk with the maximum of pleasure—"sn

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c, VIA PORTS OF CALL	BENGAL	Brit. str.	—	S. Barclay	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON	DEUCALION	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 19th inst.
LONDON	STENTOR	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 2nd April.
LIVERPOOL DIRECT	IDOMENEUS	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 16th April.
BREMEN, VIA PORTS OF CALL	PATROCLOS	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 13th inst.
MARSEILLES, &c, VIA PORTS OF CALL	TONIN	Ger. str.	—	Messageries Maritimes	MELCHERS & CO.	On 20th inst., at Noon.
MARSEILLES, &c, VIA PORTS OF CALL	ANNA	Ger. str.	—	Messageries Maritimes	MELCHERS & CO.	To-day, at 1 P.M.
MARSEILLES, &c, VIA PORTS OF CALL	ENZO MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On or about 18th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c	SAVOIA	Ger. str.	—	MELCHERS & CO.	MELCHERS & CO.	On or about 23rd inst.
HAYRE & HAMBURG	MARBURG	Ger. str.	—	CARLOWITZ & CO.	CARLOWITZ & CO.	On or about 30th inst.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	CARLOWITZ & CO.	CARLOWITZ & CO.	On or about 5th Apr.
HAYRE & HAMBURG	DANBERG	Ger. str.	—	CARLOWITZ & CO.	CARLOWITZ & CO.	On or about 10th Apr.
TRIESTE, &c, VIA PORTS OF CALL	CHINA	Ger. str.	—	SANDER, WIELER & CO.	SANDER, WIELER & CO.	On 19th inst., P.M.
NEW YORK VIA PORTS & SUZ CANAL	GYMERIC	Brit. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	Quick despatch.
NEW YORK VIA SUZ CANAL	EMPEROR OF JAPAN	Brit. str.	—	CARLOWITZ & CO.	CARLOWITZ & CO.	On 21st inst.
VANCOUVER, VIA SHANGHAI, &c	TOSU MARU	Jap. str.	—	CANADIAN PACIFIC R. CO.	CANADIAN PACIFIC R. CO.	On 19th inst., at 4 P.M.
VICTORIA, B.C., &c, VIA SHANGHAI, &c	QUEEN ADELAIDE	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 29th inst.
VICTORIA, B.C., &c, VIA SHANGHAI, &c	QUEEN ADELAIDE	Brit. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	On or about 10th April.
PORTLAND, OREGON, &c, VIA JAPAN, &c	CHINA	Brit. str.	—	ANNOLD, KAMBERG & CO.	ANNOLD, KAMBERG & CO.	On or about 20th inst.
SAN FRANCISCO VIA SHANGHAI, &c	CHINA	Brit. str.	—	PACIFIC MAIL S. S. CO.	PACIFIC MAIL S. S. CO.	To-morrow, at Noon.
SAN FRANCISCO VIA AMOY, &c	DORIC	Brit. str.	—	O. & O. S. S. CO.	O. & O. S. S. CO.	On 19th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	NIPPON MARU	Jap. str.	—	TOYO KISEN KAISHA	TOYO KISEN KAISHA	On 28th inst., at Noon.
SAN DIEGO, VIA MOJI, &c	STRAITHOYLE	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	CHINA LIVINGSTON & CO.	CHINA LIVINGSTON & CO.	On 20th inst.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 20th inst., at 5 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	NUNENTUNG	Ger. str.	—	MELCHERS & CO.	MELCHERS & CO.	To-morrow.
TSINGTAU	ADRIA	Ger. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	To-day, at 11 A.M.
YOKOHAMA, KOBE & SHIMONOSEKI	BENLOMOND	Brit. str.	—	SIEMSEN & CO.	SIEMSEN & CO.	To-morrow, at Noon.
NAGASAKI & VLADIVOSTOK	DAPHNE	Ger. str.	—	EAST ASIATIC TRADING CO., LTD.	EAST ASIATIC TRADING CO., LTD.	To-morrow, at 5 P.M.
NAGASAKI & MOJI	MARA KOLB	Ger. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 15th inst., at Daylight.
NAGASAKI, SASEBO, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
MOJI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HSIEH-HO	Ger. str.	—	SIEMSEN & CO.	SIEMSEN & CO.	On or about 13th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ERNEST SIMONE	Ger. str.	—	EAST ASIATIC TRADING CO., LTD.	EAST ASIATIC TRADING CO., LTD.	On 16th inst., at 4 P.M.
SHANGHAI	LYEEMOON	Ger. str.	—	P. & O. S. N. CO.	P. & O. S. N. CO.	On or about 16th inst.
SHANGHAI	CHUSAN	Brit. str.	—	MIYOSHI BUNSEN KAISHA	MIYOSHI BUNSEN KAISHA	On 18th inst., at Daylight.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	DOUGLAS LARSEN & CO.	DOUGLAS LARSEN & CO.	To-morrow, at Daylight.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	—	K. S. DANIEL	K. S. DANIEL	On 20th inst., at Daylight.
SWATOW, AMOY & TAIWANFOO	AKASHI MARU	Jap. str.	—	MIYOSHI BUNSEN KAISHA	MIYOSHI BUNSEN KAISHA	On 17th inst.
TAMSHUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	SHAW, TOMES & CO.	SHAW, TOMES & CO.	To-day, at 5 P.M.
MANILA	PERLA	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 20th inst.
STRAITS, COLOMBO & CALCUTTA	TAIYUAN	Brit. str.	—	P. & O. S. N. CO.	P. & O. S. N. CO.	On or about 26th inst.
SINGAPORE, PENANG & CALCUTTA	KUNNANG	Brit. str.	—	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	To-morrow, at Noon.
SINGAPORE, PENANG & BOMBAY	BIAGNO	Ital. str.	—	CARLOWITZ & CO.	CARLOWITZ & CO.	On 15th inst., at Noon.

SHIPPING.

ARRIVALS.
Mar. 8, BAMBURGH, German str., 1,148, Jacobs, Hamburg 13th Jan., General.—SIEMSEN & CO.
Mar. 8, HORMAO, French str., 509, Marles, Pakhoi and Hoihow 7th March, General.—A. B. MARTY.
Mar. 8, TARRAN, British str., 977, Baker, Bangkok, 2nd March, Rice.—JARDINE, MATHESON & CO.
Mar. 9, YUENHANG, British str., 1,128, Rolfe, Manila 6th March, General.—JARDINE, MATHESON & CO.
Mar. 9, DORIC, British str., 4,579, H. Smith, R.N.S., San Francisco 9th February and Shanghai 7th March, Mail and General.—O. & O. S. S. CO.
Mar. 9, ANPING MARU, Japanese str., 1,058, Atsumi, Fochow, Amoy and Swatow 5th March, General.—MIYOSHI BUNSEN KAISHA.
Mar. 9, BUCARNO, Italian steamer, 1,810, D. Magagnoli, Singapore 2nd March, General.—CARLOWITZ & CO.
Mar. 9, VIRENE, French gunboat, 430, Glon del Villeneuve, Hoihow 7th March.
Mar. 9, CANTHAGE, British hospital ship, 5,000, London, Calcutta 25th February.
Mar. 9, CHARTERHOUSE, British str., 1,278, Dawson, Straits 1st March, General.—CHINESE.
Mar. 9, CHUNSHAN, British str., 1,200, Mewer, Hoihow 6th March, Sugar.—CHINESE.
Mar. 9, HATING, French steamer, 750, Bast, Hoihow and Hoihow 8th March, Rice and General.—A. B. MARTY.
Mar. 9, TACHIOU, German str., 900, W. Rohrer, Bangkok 2nd March, Rice and General.—BUTTERFIELD & SWIRE.
Mar. 10, BUFFALO, U.S. transport, 2,850, Hunt, Manila 7th March.
Mar. 10, AGAMEMNON, British str., 4,464, Nish, Singapore 5th March, General.—BUTTERFIELD & SWIRE.
Mar. 10, AMARA, British str., 1,546, Mattock, Singapore 22nd Feb. and Saigon 6th March, Rice and Flour.—JARDINE, MATHESON & CO.
Mar. 10, ESMERALDA, British str., 960, G. H. Blackland, Manila 8th March, General.—SHAW, TOMES & CO.
Mar. 10, PUSMAN, British str., 1,500, Lust, Shanghai 7th March, General.—CHINESE.
Mar. 10, HAICHING, British str., 1,267, T. P. Hall, Fochow, Amoy and Swatow 9th March, General.—DOUGLAS LARSEN & CO.
Mar. 10, HIKONAK MARU, Japanese str., 2,302, Peter Hallstrom, Kutching 5th March, Coal.—M. B. KAISHA.
Mar. 10, LYEMOON, German str., 1,238, G. Heusermann, Shanghai 7th March, General.—EAST ASIATIC TRADING CO., LIMITED.
Mar. 10, PHMA C. K. LAO, British str., 1,012, E. E. McLellan, Bangkok 2nd March, Rice.—BUTTERFIELD & SWIRE.
Mar. 10, PHRANAN, German str., 1,021, A. Calder, Bangkok 1st March, Rice.—MELCHERS & CO.
Mar. 10, PRINCESS, German str., 987, Brandt, Saigon 7th March, Rice.—SIEMSEN & CO.
Mar. 10, TAIYUAN, British str., 1,450, R. Nelson, Melbourne 8th Feb., General.—BUTTERFIELD & SWIRE.
Mar. 10, TELEMACHUS, British str., 1,363, P. S. Primrose, Saigon 6th March, Rice.—CHINESE.
Mar. 10, TONKIN, French str., 2,327, Vaquier, Shanghai 8th March, Mail and General.—MESSAGERIES MARITIMES.

VESSELS ON THE BERTH.

FOR SHANGHAI.
THE Steamship
"HSIEH-HO."
Captain Crawford, will be despatched for the above port TO-DAY, the 11th inst., at Noon.
This steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.
Hongkong, 7th March, 1901. [671]

FOR MANILA.
THE Company's New Steamship
"PERLA."
Captain R. W. Almond, will be despatched for the above port TO-DAY, the 11th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 6th March, 1901. [665]

NORDDEUTSCHER LLOYD.
FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.
Calling at SWATOW, YAP, FRIEDRICH-WILHELMSHAFEN, PINSCHAFEN, HERBERTSHOF, TOWNVILLE, BRISBANE and SYDNEY.
Taking Cargo at through rates to SAIPAN, PONAPE, MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GISBORNE, NAPIER, WANGANUI, DUNEDIN and HOBART.
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NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
QUEEN ADELAIDE	2,832	F. McNair	March 29
GLYNNOLLE	3,750	W. Frakes	April 1
CLAYBURN	3,328	J. R. Rao	April 12
OLYMPIA	2,887	J. Truelbridge	April 26
TACOMA	2,811	A. Dixon	May 17

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Line Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.
The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DRYE and St. MICHAEL.

Rates of Passage to other points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.

Hongkong, 11th March, 1901. [11]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAVOIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 23rd Freight and March. Passage.
MARBURG	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 30th Freight.
SIBIRIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	March. Freight.
BAMBERG	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 5th Freight and April. Passage.
	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 10th Freight.

* These steamers have superior accommodation for passengers and carry a doctor and a stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
Agents.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 1st March, 1901. [18]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	BENGAL	Noon, 16th	See Special Advertisement.
	S. Barclay	Mar.	
SHANGHAI	CHUBAN	About 16th	Freight or Passage.
	C. L. Daniel	Mar.	
STRAITS, COLOMBO AND BOMBAY	MAGAZON	About 26th	Freight only.
	R. I. L. Cook, R.N.R.	Mar.	

PASSENGER SEASON, 1901.

S.S. PLASSY	7,240 tons	March 30th	MARSEILLES AND LONDON DIRECT
S.S. SOBRARON	7,382 tons	April 27th	Without Transshipment.

For Further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 9th March, 1901. [1]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).
WEDNESDAY, 15th Mar. 1901.
EMPRESS OF JAPAN. Comdr. H. Pybus.
WEDNESDAY, 2nd April 1901.
EMPRESS OF CHINA. Comdr. R. Archibald.
WEDNESDAY, 24th April 1901.
EMPRESS OF INDIA. Comdr. O. P. Marshall.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and around the world. Return tickets to various points at reduced rates. Good food, and 19 months. Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street,
Hongkong, 14th February, 1901. [10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
* BAYERN	WEDNESDAY 20th March.
STUTTGART	WEDNESDAY 27th April.
* KONIG ALBERT	WEDNESDAY 17th April.
PRINZESS IRENE	WEDNESDAY 1st May.
PRINZ HEINRICH	WEDNESDAY 15th May.
PREUSSEN	WEDNESDAY 29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY 10th June.
SACHSEN	THURSDAY 24th June.
KLAUSROT (Hamburg-Amerika Linie)	THURSDAY 11th July.

* Calling at Amsterdam.

ON WEDNESDAY, the 20th day of March, 1901, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 18th March, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 19th March, and Passengers will be received at the Agency's Office until Noon, on TUESDAY, the 19th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 7th March, 1901. [19]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

BINGO MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE.	FRIDAY, 22nd Mar.
F. Davies	PENANG, COLOMBO & PORT SAID	DAYLIGHT.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar.
A. E. Moser	HAMA	NOON.
YAMAGUCHI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Mar.
T. Murai		NOON.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar.
N. Tate		4 P.M.

VESSELS ON THE BERTH. OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DUE
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th Mar.
GLASGOW and LIVERPOOL	"TANTALUS"	On 19th Mar.
GLASGOW and LIVERPOOL	"AJAX"	On 25th Mar.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 2nd April.
FOR	HOMEWARDS	TO SAIL
LONDON	"DEUCALION"	On 19th Mar.
LONDON	"STENTOR"	On 2nd April.
LONDON	"IDOMENEUS"	On 16th April.
LIVERPOOL, DIRECT	"PATROCLUS"	About 13th Mar.

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 7th March, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
(At QUARRY BAY) to YOKO- HAMA KOBE and SHIMONO- SEKI	"BENLOMOND"	On 12th March.
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 20th March.
MANILA	"TAIYUAN"	On 20th March.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th March, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, MADRAS,
ALCUTTA, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 11th March, 1901, at
P.M., the Company's Steamship
"TONKIN," Captain Vaguer, with Mail,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via ports of call
WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for Lon-
don as well as for Marcellines, and accepted in
transit through Marcellines for the principal
places of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 10th
March. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, 1st March, 1901.

FOR NAGASAKI AND VLADIVOS- TOK.

THE German Steamship
"DAPHNE"
Captain Th. Nissen, will be despatched for the
above ports TO-MORROW, the 12th inst., at
Noon.
This steamer has superior accommodation
for First Class Passengers, apply to
For Freight or Passage, apply to
KIMMSEN & CO.,
Agents.
Hongkong, 7th March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship
"KUMSANG,"
Captain Buller, will be despatched as above
TO-MORROW, the 12th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 5th March, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE,
AND YOKOHAMA.
THE Company's Steamship
"ERNEST SIMONS,"
Captain Durande, will be despatched for the
above ports on or about WEDNESDAY, the
13th inst., instead of as previously notified.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 11th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND
AMOI.
THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 13th
March, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 27th February, 1901.

FOR SHANGHAI

THE Steamship
"LYEEMOON,"
Captain Heurmann, will be despatched for the
above port on SATURDAY, the 16th inst.,
at 4 P.M.
The steamer has superior accommodation for
First and Second Class Passengers.
For Freight or Passage, apply to
EAST ASIATIC TRADING CO., LTD.,
Agents.
Hongkong, 6th March, 1901.

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND BROTHERS UNITED
COMPANIES).
STEAM FOR SINGAPORE, PENANG
AND BOMBAY.
Having connection with Company's Mail Stea-
mers to ADEN, SUEZ, PORT SAID, MESSINA,
NAPLES, LIGORIO and GENOA, also
VENICE and TRIESTE, all Medi-
terranean, Adriatic, Le-
vantine and South Am-
erican Ports up to
CALLAO.
Taking Cargo at through rates to PERSIAN
GULF and BAHRAIN, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA.
THE Steamship
"BISAGNO,"
Captain Magagnoli, will be despatched as above
on FRIDAY, the 15th inst., at Noon.
At Bombay the steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 5th March, 1901.

TOYO KISEN KAISHA.
TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)
THURSDAY, Mar. 23,
1901, at Noon.
AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)
TUESDAY, April 23,
1901, at Noon.
HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu)
THURSDAY, May 16,
1901, at Noon.

THE Twin-Screw Steamship
"NIPPON MARU"
will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on THURSDAY, the 23rd March,
1901, at Noon, taking Freight and Pas-
sengers for Japan, the United States, and
Europe.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.
Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.
Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, to Mexico, Central and South America, by the
Company's and connecting Steamers.
Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.
Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 5th March, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.
IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.
S.S. "STRATHOYLE"..... On 30th March
THE Steamship "STRATHOYLE"
will be despatched for SAN DIEGO and
SAN FRANCISCO via MOJI, KOBE and
YOKOHAMA on 30th March.
Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.
Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Diego.
For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 21st February, 1901.

VESSELS ON THE BERTH.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CHINA (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama, 1901, at Noon.
and Honolulu)
CITY OF PEKING (via
Shanghai, Nagasaki, Kobe,
Inland Sea, Yokohama, 30, 1901, at Noon.
and Honolulu)
THE Company's Steamship "CHINA"
will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU on TUESDAY, the 12th March,
1901, at Noon.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.
Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines
Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, to Mexico, Central and South America, by the
Company's and connecting Steamers.
Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.
Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 15th February, 1901.

OREGON AND ORIENTAL
STEAMSHIP COMPANY.
IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION
COMPANY.
PROPOSED SAILINGS FROM
HONGKONG TO PORTLAND (OR.)
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN, KOBE
AND YOKOHAMA.
TAKING CARGO TO JAPAN PORTS,
THE UNITED STATES, AND
CANADA.
THE Steamship
"EVA,"
2,088 tons, Capt. Petersen, will be despatched
on or about the 20th March, for PORTLAND
(OR.) via MOJI, KOBE and YOKOHAMA.
Through Bills of Lading issued to any point
in the United States and Canada.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be accepted at the Office of the Undersigned
until the same time. All Parcels should be
marked to address in full.
Value of same is required.
Consular Invoices, to accompany cargo
destined to points beyond Portland (Or.), should
be sent to the Company's Office, addressed to
the Collector of Customs, Portland (Or.).
For further information as to Freight rates,
&c., apply to
ARNOLD, KALBERG & CO.,
Agents.
Hongkong, 8th March, 1901.

CANADIAN PACIFIC RAILWAY
COMPANY'S
ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA,
JAPAN AND EUROPE VIA CANADA
AND THE UNITED STATES.
THE Company's Steamship
"TARTAR"
(4,425 Tons),
Captain G. D. Bowles, R.N.R., will leave
Hongkong on or about WEDNESDAY, the
10th April, 1901, taking Passengers and Cargo.
For VICTORIA and VANCOUVER, B.C.
(via INLAND SEA, KOBE and YOKO-
HAMA).
Making close connection at Vancouver with
the Canadian Pacific Railway for all points in
Eastern Canada, the United States and Europe.
For Freight or Passage, apply to
D. E. BROWN,
General Agent, Hongkong.
Hongkong, 8th March, 1901.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
ADOLPH ORRIS, American ship, Amsebury.
Standard Oil Co.
MOZAMBIQUE, British ship, Robt. Clernan.
Standard Oil Co.
SEA WITCH, American ship, Howes—Master.
HATTIE O. SMITH, American schooner, Riley.
—Master.

VESSELS ON THE BERTH.

THE EAST ASIATIC COMPANY,
LIMITED.
FOR MARSEILLES, HAVRE AND
COPENHAGEN VIA BALIC PORTS.
The Company's Steamship
"ANNAM,"
Captain Borg, will be despatched as above
about the 12th instant.
This Steamer is fitted throughout with elec-
tric light, carries a doctor, and having superior
First Class Cabin accommodation amships on
the bridge deck, offers an excellent opportunity
for passengers proceeding to Marcellines.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 9th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
STEAM FOR
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ,
PORT SAID, FUME AND TRIESTE.
(Taking Cargo at through rates to the BRAZIL,
to SOUTH AFRICA, RED SEA, LEVANT,
Venezia and Adriatic Ports)
THE Company's Steamship
"CHINA,"
Captain Lava, will be despatched as above on
TUESDAY, the 19th inst., P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 5th March, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.
FOR SWATOW, AMOI, AND
TAIWANFOO.
THE Company's Steamship
"AKASHI MARU,"
Captain K. Sadaaki, will be despatched for the
above ports on WEDNESDAY, the 20th
March, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 21st February, 1901.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.
(ROB. M. SLOMAN & CO., HAMBURG.)
FOR NEW YORK VIA SUEZ CANAL.
(With liberty to call at MANILA.)
THE full-powered Steamship
"ALBENGA,"
Captain Petersen, will be despatched for the
above port on 21st March.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 1st March, 1901.

PRINTING OF ALL KINDS at the most
moderate prices at
THE "DAILY PRESS" OFFICE.
All proofs are read and all work
superintended by Englishmen. Always
equal and generally superior to that
done anywhere else. Estimates given
2789

INTIMATIONS

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.
No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Is also prepared to purchase used Postage
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent Discount Allowed. [3024]

OREGON LUMBER.
THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and FUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.
SIEMSEN & CO.
Hongkong, 14th February, 1901.

WING CHEONG.
Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOUS, JADESTONEWARE, CARVED
IVORYWARE, SILKS and GRASS
CLOTHES.
AND
GENERAL EXPORTERS.
We beg to inform the Ladies and Gentlemen
of this Colony that we commenced business on
the 11th April, 1900, and we solicit their kind
patronage.
Nos. 1 & 3, D'AGUIAR STREET.
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900.

MITSUI BUSSAN KAISHA
No. 6, Ice House Street, Praya Central.
Head Office—TOKYO.
Branch Office—LONDON, NEW YORK, BOM-
BAY, SINGAPORE, SHANGHAI, TIEN-
TSIN, NEWCHANG, and all Ports in
JAPAN.
AGENTS
Mitsui Coal Mines,
Kanada Coal Mines,
Hokoku Coal Mines,
Tayawa Coal Mines,
Ida Coal Mines,
Yunokitan Coal Mines,
Sonoda Coal Mines,
Fukuno Coal Mines,
Yoshinotani Coal Mines,
Ohnoura Coal Mines,
No. 1, Ohitani Coal Mines,
Ichihara Coal Mines,
Kishida Coal Mines,
Yoshio Coal Mines,
Yamano Coal Mines,
Manoura Coal Mines,
The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kanagafuchi Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Spinning Mills,
Onoda Cement Company,
Imperial Government Paper Mills,
MITSUI BUSSAN KAISHA
M. FUJISE, Manager.

PUT
"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-1]

GOLD MEDAL,
Health Exhibition, London.
The British Medical Journal says—
"Benger's Food" has by its
excellence established a
reputation of its own."
The Lancet says—
"Mr. Benger's
admirable
preparation."
The London Medical
Record says—
"It is invaluable."
FOOD FOR
INFANTS,
INVALIDS, and the AGED.
This delicious, highly nutritive, and most easily digested Food has been very successfully used in
England for many years in the rearing of infants, and by those whose digestive powers have been
weakened by illness or age—it may now be obtained in sealed Tins of Chemists, etc., throughout the
Colonies and Abroad, and will prove a boon to Mothers and Nurses.
WHOLESALE OF ALL WHOLESALE HOUSES.

PURE—NOURISHING.
ESBENSEN'S BUTTER
In TINS with PATENT OPENERS.
ESBENSEN'S PURE BUTTER
To be obtained at all Stores.
DO NOT BE PUT OFF WITH ANY OTHER.

DINNEFORDS
The Universal Remedy for Acidity of the Stomach,
Headache, Heartburn, Indigestion, Sour Eructations,
Bilious Affections.
DINNEFORDS
MAGNESIA
Sold throughout the World.
N.B.—ASK FOR DINNEFORD'S MAGNESIA.
FOR SALE.
FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.
CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.
FOR PARTICULARS, APPLY TO—
ROTZ, SJACOB & CO.
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